

**STRAMER TO CLARENCE RIVER.**  
THE PHOENIX will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR THE RICHMOND RIVER.**  
THE fine ship LEADER, Captain J. H. Gibson, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR MELBOURNE, THIS DAY.**  
THE BRIG DIANA, J. K. Peak, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR MELBOURNE DIRECT.**  
THE splendid clipper brig DANE, 175 tons register, George Bennett, commander, leaving the greatest portion of her cargo engaged, will leave for the above district, Wednesday morning next, and goes up to the wharf.

**FOR GEELONG AND MELBOURNE.**  
THE BRIGANINE TRAZAR, Captain Aldrich, will leave for the above ports on the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

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**FOR MOBBART TOWN.**  
THE PACKET BRIG EMMA, R. F. Poyser, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR ADELAIDE DIRECT.**  
THE favourite packet EMMA, 135 tons, Captain O'Brien, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR PORTLAND BAY DIRECT.**  
THE BRIG LADY MARY PELHAM, 185 tons register, John Wing, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR FREIGHT OR CHARTER TO NEW ZEALAND.**  
THE first-class fast sailing brig EMMA EUGENIA, 470 tons register, Robert Winter, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR CALIFORNIA.**  
THE STAR OF CHINA, Howard Dowker, master, is now ready for sea, and from her well known character for sailing, as well as provisions, passengers are invited to proceed in her early next week.

**FOR CALIFORNIA.**  
THE fine fast sailing newly coppered brig MARGARET, 260 tons burthen, having the whole of her freight and cabin passengers engaged, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
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**FOR CALCUTTA.**  
THE new ship AJAX, 767 tons register, John Young, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR SINGAPORE AND CALCUTTA.**  
THE splendid well-known ship SIR GEORGE SEYMOUR, 850 tons register, T. W. Millman, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR MANILA AND AMOY.**  
THE fine ship CADET, 465 tons, R. Pratt, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR BATAVIA.**  
THE FINE BRIG SPEC, 175 tons, Captain George Dyer, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR LONDON.**  
THE fine first-class ship LADY AMHERST, 445 tons, Captain J. H. Gibson, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR LONDON.**  
THE fine first-class ship LADY AMHERST, 445 tons, Captain J. H. Gibson, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**FOR LONDON DIRECT.**  
THE fine ship DIANA, 675 tons register, Ellis Fletcher, (late of the Marston), commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

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Ketch's Wharf, June 16. 1899.

**FOR LONDON.**  
THE fast-sailing Al Barque GUARDIAN, 400 tons register, Thomas P. Vick, commander, will leave for the above district, Wednesday next, the 20th instant, at 8 p.m.  
Ketch's Wharf, June 16. 1899.

**TO OWNERS OF COASTERS.**  
WANTED, a vessel to be chartered for the Richmond River, to bring down about 50 tons of tallow.

**BARQUE EMMA EUGENIA, OF LONDON.**  
To the Editors of the Sydney Morning Herald.

**CENTLEMEN.**—We, the undersigned, in gratitude for the above vessel, beg leave to express our warmest thanks to Dr. Pittcher, Surgeon Superintendent, Captain Winier, Mr. Joseph Pasa, chief officer, and Mr. Brown, second officer, for their kind treatment and assistance during the voyage, and for the good discipline and order kept, which has added much to our comfort while on board.

**ROYAL VICTORIA THEATRE.**  
MR. AND MRS. TURNING beg to return their grateful thanks to Captain Oliver and Officers of H. M. S. "Fido," as also to their friends and the public generally, for the liberal support afforded them on the occasion of their benefit last Thursday evening, June 15.

**RESPONSIBLE GOVERNMENT!**  
DISMISSAL OF EARL GREY!!  
CENSURE OF THE GOVERNOR!!

**AT A Meeting of the Deputation Committee, held at their rooms, on Wednesday, the 15th instant, it was unanimously resolved that the following Resolutions be submitted to the Great Public Meeting to be held at the Circular Wharf, on Monday next, the 19th instant:**

**First.**—That considering the arbitrary and faithless manner in which this colony has been treated by the Right Honorable Earl Grey, this Meeting most humbly prays Her Majesty the Queen to remove from Her Majesty's Council.

**Second.**—That it is indispensable to the well being of this colony, and to the satisfactory conduct of its affairs, that its Government should no longer be administered by the present, ill-informed, and irresponsible Colonial Office, but by Ministers chosen from, and responsible to, the colonists themselves, in accordance with the principles of the British Constitution.

**Third.**—That this Meeting, having unanimously agreed to the preceding two Resolutions, the following humble Address to Her most Excellent Majesty the Queen, embodying them, be adopted, and that such Address be signed by the Chairman on behalf of the Meeting.

**Fourth.**—That considering the discourtesy shown by His Excellency the Governor to the former Meeting and to this Deputation, this Meeting abstains from appointing a Deputation to wait upon His Excellency with the above Resolutions and Address, but instructs the Chairman to transmit them to him, with a written request that His Excellency will be pleased to forward them to Her Majesty the Queen for her gracious consideration.

**THE SUNDAY TIMES** will appear on the 17th instant, and contain a variety of interesting articles, in addition to all the news of the day.

**THE OFFICE** in George-street South, near the Haymarket, will be open for advertisements until six o'clock p.m. of every day. Terms, one shilling per line for non-subscribers; and pence per inch to subscribers.

**LABOUR.**  
Farmers, Labourers, Tradesmen, and Mechanics, to the number of SIX HUNDRED, are required, to proceed into the interior, on estates and farms, for a term of years. Persons having families will be preferred.

**MR. W. H. CORY**, late Resident Surgeon, Accouchant to Queen Adelaide's Royal Lying-in Hospital, and also Assistant Surgeon to the St. George's and St. James's Dispensary for the Diseases of Women and Children, begs to announce that he has taken a residence in Kent-street, Church Hill, near the Gas Works, where he may be consulted daily. Mr. Cory having purchased and brought from England the exclusive right of using for this colony Gilbert's patented fulgur for extracting teeth perpendicularly, which gives less pain than any other method, as no pressure on the jaw or mouth is applied in extraction, and all danger of breaking the tooth or jaw is avoided. Mr. Cory will devote his attention from twelve till two o'clock daily to those labouring under diseases of the teeth and gums, which his long experience in England has made him thoroughly acquainted with.

**MUSWELLBROOK.**  
NOTICE.  
In consequence of the undersigned being about to leave the colony for England, a few weeks ago, all persons are particularly requested to take notice that unless they forthwith pay the amount of their accounts to him, they will be handed over to a Solicitor for recovery.

**PIERCE HEGARTY.**  
N.B.—The store and premises will be sold or let, as all the stock will be cleared off in a few days; immediate possession can be given. Early application is necessary.  
Muswellbrook, June 15. 1899.

**THE AFFECTIONATE ADDRESS OF THE CATHOLIC CONGREGATIONS OF THE EAST MAITLAND DISTRICT.**  
THE REV. PATRICK MAGENNIS.  
ON THE OCCASION OF HIS RETIREMENT FROM HIS MISSION AMONGST THEM, MAY 24, 1899.

**REVEREND SIR.**—The Christian flock you so happily governed, a diligent and faithful pastor during the last four years, in the East Maitland district are suddenly thrown into deep grief by your retirement from the mission. A sense of bereavement like that of orphan children who have lost an affectionate parent, has seized the hearts of your late parishioners, because we felt that in losing you we lose a kind and generous spiritual father, whose charity was wont to sympathize with all that concerned the interests of your children in Christ—a tender father, who could compassionate our infirmities in the time of visitation, who could rejoice in our joy, and who knew how to console and support us under every affliction by sincerely and meekly bearing a share of our burdens.

The generous, single-minded, grateful Christians of Ephesus, affected even unto tears, when they saw their beloved Apostle leave them, and their beloved Father, who had been three years with them, and who had told them "they should never see him more," thus left them, could well understand the feelings of our children, who have lost the whole of your late congregation.

In our sorrow we are not, however, unmindful of our duty. We bow in submission to the superior authority that has removed you from your post, and we are very unfaithful to our own pious and zealous teaching amongst us for so long a time, continually inculcating the great virtue of Christian charity, which we now find indulging in undutiful repining by sincerely and meekly bearing a share of our burdens.

Unworthy of us, as it unquestionably would be to the capacity, the grace, and the sanctification by your teaching and your example, we hold that it would be still more unworthy of us by many degrees to be wanting in the duty of gratitude to yourself—the duty of love to the affectionate and instructive presence your pious, laborious, and blameless life amongst us.

We can forget the uniform gentleness with which you governed your little flock throughout, but we cannot forget the meekness and the gentleness of Gospel truth and Christian virtue by mild paternal words and works, not forcing it upon them like the prince of the Gentiles! Can we forget how promptly you were wont to hasten to the aid of the distressed, both the distant and the near; and how assiduously you watched at the bedside of the dying, consoling and cheering his trembling spirit, and succoring by a thousand pious means the rough pillow of the sufferer?

We can forget the firmness, the zeal, unimpaired with pride or passion, with which you realized the sublime picture of the Apostle, making yourself all to all, accommodating yourself to all, and to all, in the most perfect manner, and to all, in the most perfect manner, and to all, in the most perfect manner.

Third.—That this Meeting, having unanimously agreed to the preceding two Resolutions, the following humble Address to Her most Excellent Majesty the Queen, embodying them, be adopted, and that such Address be signed by the Chairman on behalf of the Meeting.

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**THE HEART LAID OPEN.** is a course of Lectures, to be delivered by the REV. JOHN HAM (Minister of the above Church), in the following order:  
Sunday Morning, June 17th, 1899.  
The Heart in its natural Corruption, Deceitfulness, and Inseparability.  
Sunday Morning, July 1st, Religious Convictions.  
Sunday Morning, July 15th, The Struggle between an enlightened Conscience and a depraved Will.  
Sunday Morning, July 29th, The Broken and a Contrite Heart.  
Sunday Morning, August 12th, The entire Surrender of the Heart to God.  
Sunday Morning, August 26th, Spiritual Discouragements.  
Sunday Morning, September 9th, The Heart as a source of sin.  
Sunday Morning, September 23rd, The Heart prepared for Heaven. 9916

**THE GOLD COUNTRY.**  
A TOPOGRAPHICAL description of CALIFORNIA will appear in this day's AUSTRALIAN SPORTSMAN, which journal will also contain (with an illustration), the most complete and up-to-date description of the GOLD COUNTRY OF CALIFORNIA.  
Office 4324, Pitt-street. 9938

**THE GREATEST CURES OF ANY MEDICINE IN THE WORLD!!**  
**HOLLOWAY'S OINTMENT.**  
CURE OF THIRTY-FIVE CURES.  
Molong, September 25, 1818.

Sir, I owe a debt of gratitude to Professor Holloway for his almost miraculous cure, after seven years of suffering, caused by exposure to cold, and the undue use of mercurial medicines. When I first commenced to use the Pills and Ointment, I had thirty-five ulcers on my body, and a constant headache, and pains all over me. My throat had got so affected that I was obliged to speak very faintly on grand. Having spent upwards of three hundred pounds in medicine and medical advice to no purpose, except that of making me sicker, I tried Holloway's Pills and Ointment by means of which, and the blessing of God, I am now in the enjoyment of excellent health. My feeling for others similarly circumstanced, as well as my gratitude to Mr. Holloway, compel me to send you this communication.

I am, Sir, your obedient servant,  
J. K. HEYDON.  
P.S.—I am at present in the employment of Messrs. Syme, Brothers, Meadows, near Wellington.

**DISORDER OF THE LIVER AND KIDNEYS.**  
Extract of a Letter from Mr. J. K. Heydon dated 7th, King-street, Sydney, New South Wales, the 30th September, 1847.  
To Professor Holloway.

Sir, I have the pleasure to inform you that, Stuart A. Donaldson, Esq., an eminent Merchant, and also a Magistrate of the Territory, called on me on the 18th instant, and purchased from me the amount of Fourteen Pounds to be forwarded to his sheep station in New Zealand. He stated that one of his Overseers named Roy, had come to Sydney, and was suffering from medical disorder, being afflicted with the Liver and Kidneys, and that he had placed the man for three months under the care of one of the best Surgeons, without any good result from the treatment. The man then in despair used your Pills and Ointment, and much to his own and Mr. Donaldson's astonishment, was completely restored to his health by their means. Now, this surprising cure was effected in about ten days.

(Signed) J. K. HEYDON.  
**A CASE OF DROPSY.**  
Extract of a Letter from Mr. William Gardner, of Hongkong, Hongkong, Northamptonshire, dated September 14, 1847.  
To Professor Holloway.

Sir, I beg to inform you that my wife had been afflicted three times for the dropsy, and the blessing of God upon your Pills and Ointment, I have been perfectly cured, and never was there a greater sufferer from piles than myself.

(Signed) JOSEPH MEDCALF.  
**CURE AT ADELAIDE.**  
Communicated and authenticated by Mr. John Stephens, lecturer on Sanitary Reform, and proprietor of the Adelaide Observer and South Australian Register.

Mrs. Elizabeth Barker, of Willanga, who had been nearly thirty years suffering from an ulcerated leg, produced by a blow, was induced to try Holloway's Ointment, in conjunction with his Pills. A small box of each was purchased, and before the whole was used, the leg was perfectly healed, leaving scarcely any trace of a wound, which had defied the skill of several practitioners, both in England and in this country.

This wonderful Medicine can be recommended with the greatest confidence for any of the following diseases:—  
Ague, Liver complaints, Leucorrhoea, Bilious complaints, Piles, Prickly heat, Rheumatism, Retention of urine, Sore throats, Constipation of the Bowels, Consumption, Debility, Dropsy, Dysentery, Erysipelas, Female irregularities, Fevers of all kinds, Fits, Head-ache, Indigestion, Inflammation, Jaundice.

These truly invaluable pills can be obtained at the Establishment of Professor Holloway, near Temple Bar, London, of most respectable Vendors of Medicine throughout the civilized world, and of J. K. HEYDON, Wholesale Agent, 78, King-street, Sydney.

N.B.—Directions for the guidance of patients, in every disorder, are affixed to each box.  
SUB-AGENTS IN SYDNEY, Mr. Lewis, tobacconist, opposite Wright's Brewery, George-street. Mr. Alder, chemist, Farmington-street. Mr. Cleary, boot and shoe maker, King-street East. Mr. Michael Dalton, grocer, 3, Campbell-street. 6567

**SCOTS CHURCH, MACQUARIE STREET.**  
THE Monthly Lecture will be preached to-morrow evening, the 17th instant, by the Rev. B. Quail. Service at seven o'clock.  
Subject: Christian Biography—the Lives of Sarah, Rebekah, Leah, and Rachel.  
There will be a collection at the close of the service. 9921

**ALL BUYERS OF DRAPERY GOODS**  
ARE respectfully reminded that amongst the remaining portion of the stock at  
**PETE AT PRESTON'S**  
the following, especially worthy of notice, being full 40 per cent. cheaper than the same quality of articles could be purchased elsewhere.

A DISSOLUTION OF PARTNERSHIP has induced the proprietors to make the present GREAT AND UNPRECEDENTED REDUCTION, in order to clear out the great bulk of the goods by the end of the present month, and previous to this.

**SALE BY AUCTION.**  
About 2000 new and fashionable bonnets, (including five cases which have just been opened), will be sold off, at considerably less than the English cost price, commencing at 1s. each.  
800 Rolls of bonnet ribbons at 2s. 4s. 1s. 6s., and 7s.; many of which are well worth double the price.  
There is also a choice lot of extra rich, new, and fashionable ribbons, which will be sold at 10s. 12s. 14s. 16s. 18s. 20s. 22s. 24s. 26s. 28s. 30s. 32s. 34s. 36s. 38s. 40s. 42s. 44s. 46s. 48s. 50s. 52s. 54s. 56s. 58s. 60s. 62s. 64s. 66s. 68s. 70s. 72s. 74s. 76s. 78s. 80s. 82s. 84s. 86s. 88s. 90s. 92s. 94s. 96s. 98s. 100s. 102s. 104s. 106s. 108s. 110s. 112s. 114s. 116s. 118s. 120s. 122s. 124s. 126s. 128s. 130s. 132s. 134s. 136s. 138s. 140s. 142s. 144s. 146s. 148s. 150s. 152s. 154s. 156s. 158s. 160s. 162s. 164s. 166s. 168s. 170s. 172s. 174s. 176s. 178s. 180s. 182s. 184s. 186s. 188s. 190s. 192s. 194s. 196s. 198s. 200s. 202s. 204s. 206s. 208s. 210s. 212s. 214s. 216s. 218s. 220s. 222s. 224s. 226s. 228s. 230s. 232s. 234s. 236s. 238s. 240s. 242s. 244s. 246s. 248s. 250s. 252s. 254s. 256s. 258s. 260s. 262s. 264s. 266s. 268s. 270s. 272s. 274s. 276s. 278s. 280s. 282s. 284s. 286s. 288s. 290s. 292s. 294s. 296s. 298s. 300s. 302s. 304s. 306s. 308s. 310s. 312s. 314s. 316s. 318s. 320s. 322s. 324s. 326s. 328s. 330s. 332s. 334s. 336s. 338s. 340s. 342s. 344s. 346s. 348s. 350s. 352s. 354s. 356s. 358s. 360s. 362s. 364s. 366s. 368s. 370s. 372s. 374s. 376s. 378s. 380s. 382s. 384s. 386s. 388s. 390s. 392s. 394s. 396s. 398s. 400s. 402s. 404s. 406s. 408s. 410s. 412s. 414s. 416s. 418s. 420s. 422s. 424s. 426s. 428s. 430s. 432s. 434s. 436s. 438s. 440s. 442s. 444s. 446s. 448s. 450s. 452s. 454s. 456s. 458s. 460s. 462s. 464s. 466s. 468s. 470s. 472s. 474s. 476s. 478s. 480s. 482s. 484s. 486s. 488s. 490s. 492s. 494s. 496s. 498s. 500s. 502s. 504s. 506s. 508s. 510s. 512s. 514s. 516s. 518s. 520s. 522s. 524s. 526s. 528s. 530s. 532s. 534s. 536s. 538s. 540s. 542s. 544s. 546s. 548s. 550s. 552s. 554s. 556s. 558s. 560s. 562s. 564s. 566s. 568s. 570s. 572s. 574s. 576s. 578s. 580s. 582s. 584s. 586s. 588s. 590s. 592s. 594s. 596s. 598s. 600s. 602s. 604s. 606s. 608s. 610s. 612s. 614s. 616s. 618s. 620s. 622s. 624s. 626s. 628s. 630s. 632s. 634s. 636s. 638s. 640s. 642s. 644s. 646s. 648s. 650s. 652s. 654s. 656s. 658s. 660s. 662s. 664s. 666s. 668s. 670s. 672s. 674s. 676s. 678s. 680s. 682s. 684s. 686s. 688s. 690s. 692s. 694s. 696s. 698s. 700s. 702s. 704s. 706s. 708s. 710s. 712s. 714s. 716s. 718s. 720s. 722s. 724s. 726s. 728s. 730s. 732s. 734s. 736s. 738s. 740s. 742s. 744s. 746s. 748s. 750s. 752s. 754s. 756s. 758s. 760s. 762s. 764s. 766s. 768s. 770s. 772s. 774s. 776s. 778s. 780s. 782s. 784s. 786s. 788s. 790s. 792s. 794s. 796s. 798s. 800s. 802s. 804s. 806s. 808s. 810s. 812s. 814s. 816s. 818s. 820s. 822s. 824s. 826s. 828s. 830s. 832s. 834s. 836s. 838s. 840s. 842s. 844s. 846s. 848s. 850s. 852s. 854s. 856s. 858s. 860s. 862s. 86















# Supplement TO THE SYDNEY MORNING HERALD.

SATURDAY, JUNE 16, 1849.

## RESPONSIBLE GOVERNMENT FOR NEW SOUTH WALES.

### GREAT PUBLIC MEETING at the CIRCULAR WHARF, ON MONDAY, JUNE 19th, AT ONE O'CLOCK.

Let every man who thinks that the destinies of New South Wales are entrusted to a minister regardless of her best interests, and incapable of affording her justice.

#### ATTEND!

Let every man who desires a Government responsible to the Colony.

#### ATTEND!!

Let every man who feels the late insult offered to the People.

#### ATTEND!!!

### RESPONSIBLE GOVERNMENT! DISMISSAL OF EARL GREY! CENSURE OF THE GOVERNOR!

#### CUMBERLAND TURF CLUB.

A MEETING of the Committee of the Cumberland Turf Club will be held at the Australian Arms, Parramatta, on Monday, the 19th instant, at 3 P.M.  
All parties having claims against the Committee, or who may have promised or received subscriptions towards the late races, will please forward them to the Treasurer, Mr. JOHN McKAY, before 12 noon, of the above date.

W. T. DUNN,  
Honorary Secretary.

Parramatta, June 12. 9713

### SYDNEY MARINE ASSURANCE OFFICE.

Conducted according to the usage at Lloyd's, under the direction of a Committee of Underwriters.

LYONS BUILDING, 647, GEORGE STREET.  
Hours of attendance from 10 to 4.

SAMUEL H. SMYTH,  
Broker.

Sydney, November 3. 85

### FITZ ROY IRON MINE COMPANY.

NOTICE is hereby given, that a Prospect of the Company is now ready, and may be obtained at the office of Mr. H. B. Bradley, solicitor, Elizabeth-street, where all applications for shares must be sent in by the 15th instant, addressed to

JOHN KORFF,  
Secretary pro tem.

9770

### A NEW WEEKLY NEWSPAPER.

SHOULD patronage commensurate with the undertaking be procured, a General Weekly Newspaper to be called

THE AUSTRALIAN COLONIST,

which it is intended shall embrace Politics, Commerce, Agriculture, Law, Literature, and the Fine Arts, will appear on

Monday, 2nd July.

It will study to retain the support and co-operation of all who may be anxious for the promulgation of the great principles of good government, and to afford to the general reader a repository of authentic and varied items, blended with matter of a character in harmony with the taste and associations of honorable and cultivated minds.

The terms of subscription and for advertisements, with all requisite information will be furnished, on application, by the late publishing, to whom it is respectfully requested the names of subscribers, and orders for insertion of advertisements, may be addressed, on or before the 25th instant.

P. M. STOKES,  
Formerly of the Sydney Herald.

37, George-street South.

Sydney, New South Wales, June 14, 1849. 9640

In the Press, and shortly will be Published,

### AN AUTHENTIC COPY

of the whole of the Correspondence between the Right Reverend the Lord Bishop of Sydney and the Reverend P. T. C. Russell, and P. T. Russell, with reference to the two Letters addressed by them to the Editors of the Sydney Morning Herald on the 4th instant. 9751

### A FANCY BAZAAR will be held in

the Salon of the Royal Hotel, in July next, in aid of the Magdalen Asylum. The day will be named in a future advertisement. 9641

TO THE INHABITANTS OF WINDSOR, RICHMOND, AND TO ALL "RESIDING" WITHIN THE POLICE DISTRICT OF WINDSOR.

THE undersigned having been called upon by many of the residents in this district to resume his former position as an Auctioneer, has been induced to respond by grateful recollections of the great support he then received; as also by the marked confidence in him now expressed, begs respectfully to inform them that he has applied for, and obtained an Auctioneer's License, for the police district of Windsor, and that he is now ready to conduct any sales entrusted to his charge, and further to assure them that his interests shall command his utmost care and diligence. LABAN WHITE, 9644 Windsor, June 12.

## NOTICE TO THE PUBLIC.

THE Mail from Sydney to Campbelltown, Pictou, Berriem, Marulan, Goulburn, and Yass, will in future leave Hogan's, Talbot Inn, corner of George and Market streets, at the usual hour, instead of as formerly, the White Horse.

All passengers and parcels booked at the above Inn, Fare as usual.

J. H. JONES.

## CARPETS, CARPETS, CARPETS.

SELLING OFF! GREAT BARGAINS!!

T. L. FAWCETT AND CO. have just received, ex Columbus, six bales Kidderminster and Brussels Carpets.

They have been shipped direct from their manufactory, and will be sold off at greatly reduced prices, in consequence of the proprietors being about to relinquish the retail trade.

They have also a large quantity of remnants, suitable for small sitting and bed rooms, which will be sold at less than cost price.

479, George-street.

Near Mr. Mori's Auction Rooms. 5070

## WHITE SHIRTS.

MEN'S and boys' superior shirts in every variety of size and style (warranted colonial made), always on hand, at the Shirt Manufactory, Park-street.

N.B.—Shirts made to measure or pattern on the shortest notice. 2849

## RENEWAL OF BUSINESS.

### EBENEZER COAL WHARF.

SUSSEX-STREET.

Lately occupied by Mr. L. E. Threlkeld, Jun.

THE public is respectfully informed that the business of the above Wharf is resumed from this date, and every attention will be paid to any orders forwarded either per post or sent to the wharf.

NEWCASTLE, EBENEZER, and MAITLAND House Coal, of the best description; also, Firewood always on hand.

Yessy contracts entered into.

Shipping supplied.

June 14. 96

## TO CABINET MAKERS, BOAT SHIP, AND HOUSE BUILDERS, &c.

### NEW TIMBER AND COAL YARD.

BATHURST-STREET WEST, LATE GEORGE'S WHARF.

L. E. THRELKELD, Jun., respectfully

informs his friends and the public generally, that he has, in connection with his agency and coal trade, commenced business as

TIMBER MERCHANT,

and he will be happy to execute such orders as he may be favoured with for Cedar, Hardwood, and Pine Plank of every dimension, at the lowest market prices.

NEWCASTLE, EBENEZER, and MAITLAND COAL of the best description, constantly on sale, by the imperial ton. Orders per post, or otherwise, punctually attended to.

Cargoes of Cedar and Coal, constantly for sale. 7865

## ECONOMY VERSUS PROFUSION.

J. V. LAVERS AND CO. respectfully

call public attention to the great saving effected by the use of their

PASTE BLACKING,

which may be obtained in tins or boxes, containing 12 and 6 dozen penny packages, and sold respectively at 6s. and 4s. 6d. per box.

Two of these packages mixed with four bars of soap are more than sufficient to make a sixpenny bottle of Liquid Blacking of the best possible quality, and at ONE-FOURTH of its cost.

238, George-street, June 7. 9388

## HIGHLY IMPORTANT.

TO LIFE'S SHAKES, CHOCERS, AND GENERAL STOCKKEEPERS.

LEASE, FIXTURES, AND GOODWILL OF BUSINESS PREMISES, IN WEST MAITLAND.

TO BE SOLD, with or without the Stock, the Lease, Fixtures, and Goodwill, of the Premises known as

RICKARDS' STORES

In High-street, West Maitland.

The Premises are in the heart of the Town, and command the best situation for business; they are spacious and commodious, and full £500 has been expended in fixtures and improvements. No expense has been spared to render them the most secure and best business premises out of Sydney, the Commission is first rate, chiefly in ready money trade; the receipts have exceeded £14,000 per annum, and are to be greatly improved by adding a wholesale business. Possession can be given on the 1st July. For particulars apply to

MR. J. RICKARDS, Auctioneer, Sydney. 9602

## BRITISH PLATE.

THE undersigned has just opened two cases of Tea and Coffee Sets, of superior manufacture and newest patterns. Also, a great variety of Teapots to be had separately.

The above goods being from the celebrated house of "James Dixon and Sons, Sheffield," further comment is unnecessary.

B. BRUSH AND CO.,

Opticians and Watchmakers,

488, George-street,

Nearly opposite the Barrack Gate. 7071

June 14. 9676

## JUST RECEIVED—

Keop Iron, assorted sizes

Camp ovens and covers

Iron pots

Iron boilers, from 20 to 150 gallons

Forster's best spades and shovels

Lyndon's cast-steel ditto ditto

Patent shot

Bullock hoes and chains

Traces and back bands

Bullock and horse bottle chains

Blacksmiths' bellows, from 18 to 50 inch

American axes and tomahawks

Falling and broad axes

Tomahawks, suitable for trading

Iron wire, assorted Nos.

Strop, ball, and raking coals

Long and short handle frying pans

On sale at the Stores of

T. WOOLLEY,

George and King Streets. 9693

## COARSE PACKING SALT—

For sale by

S. WILKINSON, JUN.,

Macquarie-place. 9620

## FOR SALE.

FINE DEMERARA RUM, 3 O.P.,

in hogheads and puncheons

Bottled Ale and Stout

Geneva, in cases (key brand)

Brandy (Marcell's), dark and pale

Sugar—Java, Manila, and Mauritius

Tea—Hysonskin, in chests and halves

Rice, Pepper, Cloves, &c., &c.

SMITH, CAMPBELL, AND CO.,

Spring-street. 9728

## PAGES FORT WINE.

ON SALE, by the undersigned, ex

Calcutta—

300 Cases Page's Port Wine.

This favourite Wine is bottled and packed in one dozen cases, at Oporto, and is on sale in quantities to suit purchasers.

E. C. WEEKES AND CO.,

460, George-street,

Near the Post Office. 9141

## TO SPICEKEEPERS, MASTERS OF VESSELS,

IND-KEEPERS, AND PRIVATE FAMILIES.

ON SALE at the Stores of the under-

signed—

Marcell's and Hennessy's brandy, in and out of bond

Geneva, in cases (key brand)

Real Champagne whiskey

Engage brandy, in 1 dozen cases

Pine Jamaica rum

East India ditto

Colonial distilled ditto, 28 o.p.

Port Wine—Hunt's Sandeman's, Page's—in

pipers, hogheads, quarter-casks, also

in 1, 2, and 3 dozen cases

Sherry wine—Tale, brown, and gold colour,

in ditto ditto

Champagne, in 1 dozen cases

Claret, Medoc, in 1 dozen cases

Marcell's, in quarter-casks

Tarragon, in hogheads

Dunbar's, Blythe's, and Marcell's ale and

Lemon syrup, &c., &c.

Hysonskin, oolong, and super Tea—as

Statesman's, Clothier, London, Por-

tania, &c., &c.

A large assortment of Sugars, in good sound

metals consisting of—

Siam, Calcutta, Pampanga, China, Tail, and

Zebu

Loaf Sugar, and Company's No. 1 pieces

Pickles, just landed, ex Sydney

Mustards, in pounds and half pounds

Caraway seeds

Carbonate soda

Liverpool and dairy salts

Malice

Byrdell's tobacco

Lucerne seed

White and black pepper

Brown paper

SAMUEL D. GORDON,

3, Bridge-street,

Corner George-street. 9251

## OILMAN'S STORES.

ON SALE by the undersigned, ex

Mary White and Josephine,

Invoices of Oilman's Stores, consisting of—

Bottled fruit

Pine pickles

Jams and jellies

Sauces

Yarmouth herrings, &c.

E. C. WEEKES AND CO.,

460, George-street. 9677

## GUNPOWDER.

By Josephine.

JOHN HALL AND SON'S Coarse

Blasting

Ditto FF and FFF, in casks

E. C. WEEKES AND CO.,

Ironmongers,

460, George-street. 9678

## TABLE CUTLERY.

IVORY Balanced-handled Table and

Dinner Knives and Forks, and Knives

only, in dozens or sets, selling at reduced

E. C. WEEKES AND CO.,

Ironmongers,

460, George-street. 9676

## GENTLEMEN'S SUPERIOR BLUE

COATS AND INVISIBLE TAGLIONI OVER

COATS

THE PRINCE ALBERT DRIVING COAT

BEAVER COATS, WADDLED AND QUILTED

GREAT COATS OF GREAT VARIETY

AT

ORISHOLM'S,

9655 Pitt-street.

## PRUNES.

JUST LANDED, ex Josephine,

8 Barrels of Prunes, in excellent order.

MACKINTOSH AND HIRST,

Queen-street. 9646

## MAIZE.

FOR SALE, in lots to suit purchasers,

about 500 bushels of fine Maize, just

arrived.

SMITH, CAMPBELL, AND CO.

June 14. 9613

## MANILA CORDAGE.

ON SALE at the Stores of the under-

signed—

Three tons of Patent Manila Cordage, small

size

One ton of Patent ditto Whale Line

A few tons of Tial Sugar of a very superior

quality, in small bags.

A. MOSES,

Bridge-street. 9721

## COLONIAL TOBACCO.

ON SALE, the best brands of colonial

Nagrobend Tobacco in the colony

Tobacco Stems in bale.

HENRY FERRIS,

Store, Pitt-street,

Near the Theatre, down the gateway. 8906

## BLACK OATS AND ENGLISH BIRD BARLEY.

LUCERNE SEED, white Dutch clover,

Prime seeds, Caps barley, black and

white feeding and seed oats

Compressed oatmeal and lucerne hay.

On sale at the stores of

HENRY FERRIS,

Pitt-street, Sydney,

Near the Theatre, down the gateway. 8907

## SUPERIOR HYDRAULIC PRESSED

LUCERNE HAY.

THE undersigned has always on hand

a quantity of the above superior Hay

for sale.

B. J. COHEN,

Church-hill. 9699

## £200 TO LEND.—The above

sum will be lent, in smaller

sums if required (not less than £50), on eligi-

ble security in the town of Parramatta, or in

the city of Sydney, on application (if by letter

prepaid) to the undersigned.

WILLIAM LEWTHWAITE,

Solicitor.

Parr



# COUNCIL PAPERS.

## COLONIAL RAILWAYS. (Continued.)

No. 3.  
Copy of a Despatch from the Right Honorable  
Earl Grey to Governor Sir Charles F. Fitz  
Roy.  
(No. 116.)

Downing-street,  
16th July, 1848.

Sir,—I have the honour to enclose for your information, the copy of a letter from Mr. Prosser, containing certain proposals for a Company to form railways in New South Wales, together with copies of reports which I received on the subject from the Railway Board, and from the Commissioners of Colonial Lands and Emigration, and of the reply which I then caused to be returned to Mr. Prosser. You will observe that these particular proposals could not be accepted; and that the nature and extent of the advantages to be held out to persons who can undertake an enterprise of this kind appear to me essentially subjects for the consideration of the Legislature of the colony. I cannot, however, too strongly express my conviction of the benefit which would accrue from any well matured and well supported plan for the construction of railways; and should the Legislature pass any law for the encouragement of such undertakings, I may venture to state that the Government would most readily recommend to Parliament any modification of the Land Sales Act which might be necessary for effecting this particular object, without being inconsistent with the spirit of that Act, and with the policy on which it is founded, to which, for reasons which I have already had occasion fully to explain to you, I consider it necessary strictly to adhere.

You will lay a copy of this despatch and of its enclosures before the Legislature for its information.

I am, &c.,  
GREY.

Governor Sir Charles Fitz Roy.

[Enclosures to the foregoing despatch.]  
No. 1.

(Copy.) 8, Old Jewry,  
6th May, 1848.

My Lord,—Previous to submitting to your Lordship's approbation the prospectus for the Australian Railway Company, and to avoid trespassing on your Lordship's valuable time, I should feel obliged to be informed if the enclosed clauses are in conformity with your Lordship's views.

As the success of this Company will mainly depend upon the disposal of the shares of England, and as the parties have little means of estimating the probable result of making roads at the antipodes, I hope the clause your Lordship proposed of guaranteeing six per cent. per annum, with the other advantages enumerated in the enclosed document, will be inducements sufficiently strong to give confidence, and to ensure its success.

I respectfully submit to your Lordship's consideration the necessity of paying the interest half-yearly, upon all sums as they actually become expended by the Railway Company in carrying out the works; and, as your Lordship does not feel justified in granting four thousand acres of land for every mile of railway constructed, but assents to appropriate the surplus to the advancement of this undertaking, from the sale of all lands benefited by these railways, after deducting the minimum price of one pound per acre, I would suggest that the interest paid by the Colonial Government should first be repaid from this fund; and that any surplus should, from time to time, be divided amongst the shareholders in the shape of a bonus, in addition to the dividends arising from the profits of the railways; this might prove a most powerful inducement to capitalists to invest, and in my humble opinion would ensure the capital for all lines of railways that his Excellency the Governor and the Executive Council may consider it advantageous to have constructed from the coast to the very interior of the country.

Such lines must bring vast tracts of land into cultivation, and the probability is that these lands would directly, or indirectly meet with a ready sale through the connexion and influence of the body of shareholders connected with the Railways.

Your Lordship will perceive, on perusing clause 6, that the colonial Government will have a much easier opportunity of purchasing the railways at cost price, should any surplus from the sale of the crown lands benefited be divided, and the public may fairly expect to reap some advantage from the sales of land brought into the market, and enhanced in value through the instrumentality of their capital.

In conclusion, allow me to draw your Lordship's attention to the fact, that while there is great inducement held out to the public to invest in this undertaking generally, the advantages of every clause revert to the colonial Government, should they elect to purchase the railways.

I have, &c.,  
W. PROSSER, JUNR.,  
To the Right Hon. the Earl Grey.

The following are the Preliminary clauses most respectfully submitted for the consideration of the Right Honorable Earl Grey, based upon the conversation on the introduction of railways into Australia, at an interview his Lordship was pleased to honor the undersigned with, May 2nd, 1848.

1. A Grant of all crown lands not previously leased or transferred, that may be required for the railways; and a Grant of one thousand acres to every twenty miles, for the purpose of stations, towns, and villages, the site of the same to be settled by consideration of local convenience.

2. The Company to have permission to enter upon all crown lands, and to cut and carry away timber for the purposes of the railways, and buildings connected therewith.

3. A guarantee of an annual dividend, payable half yearly, of six per cent. upon the amount of capital expended in the introduction, formation, and completion of railways.

4. All sums paid by the Colonial Treasury in pursuance of such guarantee to be first repaid from the sale of any Crown Lands realizing more than the minimum price of one pound per acre, such crown lands being situated within ten miles of either side of the railways, and benefited by their construction. In the event

of such sales failing to reimburse any sum paid on account of such guarantee of six per cent., then the same to be repaid by the railway Company whenever the net receipts shall exceed six per cent., such surplus being then applied towards the repayment of any guaranteed interest paid by the Colonial Treasury.

5. Immediately any advances for interest so guaranteed by the colonial Government shall have been repaid by the sale of the lands as aforesaid, or otherwise, the net receipts over and above the six per cent., to be divisible by the Company, as also the surplus arising from the sale of crown lands immediately benefited by the capital expended in making Railways through them, after deducting the minimum price of one pound per acre.

6. An account of all sums divided by the Company beyond the six per cent., whether arising from the surplus of the sales of crown lands as aforesaid, or from profits in working the railways, to be kept, and the amount of capital on which interest is guaranteed by the colonial Government to be diminished by the amount divided by the Company beyond the said interest of six per cent., and while such profits beyond the six per cent. shall amount to the capital originally expended, the guarantee of the colonial Treasury to be at an end, and the colonial Government to have the option of purchasing the whole property of the Company at a price equal to the amount of capital originally expended.

7. The Railway Company to have the power of purchasing for five years after such line is opened, any crown lands within ten miles of either side of the railways not previously sold, at twenty-five shillings per acre; and all minerals found upon such land to be the property of the Company.

8. All expenses incurred by the Company in sending out mechanics, labourers, clerks, &c., shall be repaid by the Government in crown Lands adjoining the line of Railway, at and after the rate of one pound per acre, such land, if re-sold, to be credited in the books of the Company.

9. The whole resources of the Railway Company to be at the command of Government for the conveyance of troops whenever required, at the lowest charge made for passengers.

10. The letter bags, or any articles which may be required for public service, to be conveyed at the lowest rate of charge made by the Company for the conveyance of goods of any description of the same weight, in consideration of the guarantee of interest.

The management of the affairs of the Company to be vested in a Board of Directors in London, who will appoint a Local Committee to superintend the works and control the expenditure, one member of such Committee to be nominated by the Government.

The Government to have the power of inspecting the accounts of the Company, to be satisfied of the correctness of the statements upon which the claim to interest shall be made up, and also the accounts of the working of the said Company when the line shall be opened.

W. PROSSER, JUNR.,  
For self and other Members  
of the Deputation.

No. 2.

(Copy.) Office of Commissioners of Railways,  
Whitehall, June 3rd, 1848.

Sir,—I am directed by the Commissioners of Railways to acknowledge the receipt of your letter dated the 27th May, enclosing a copy of a letter from Mr. Prosser, respecting the creation of an Australian Railway Company, together with a copy of a letter from Mr. Merivale to the Commissioners of Colonial Lands and Emigration, explanatory of such opinions as Lord Grey intimated to the projectors at an interview he had with them, and requesting for his Lordship's information any suggestions or observations that may occur to the Commissioners of railways on the subject.

In reply, I am instructed by the Commissioners to acquaint you, that they have carefully considered these papers, and that they have made the following observations upon them, which, in conformity to the request made to them, they submit for his Lordship's consideration. The terms proposed by Mr. Prosser to Earl Grey, based upon a conversation with his Lordship, relative to the introduction of railways into Australia, appear to be as follows:

First, that the land required for the railways shall be given to the Company, and also one thousand acres for each twenty miles of railway; that the Company shall be entitled to cut wood within ten miles of their lines for the purposes of their works and buildings; have the right during five years after a line is opened to purchase at a price of twenty-five shillings per acre any crown lands, including their minerals, within ten miles of such line, and be repaid in land at the rate of £1 per acre the expenses incurred in sending out mechanics, clerks, labourers, &c.

Second, that a return of six per cent. on their expenditure shall be guaranteed to the Company, and that they shall be entitled, as a bonus, to the surplus from the proceeds of the sale of all lands within ten miles of the railway, after deducting from such proceeds the sum paid to the Company under the guarantee, and the value of the land calculated at the minimum rate at which land is sold in the colony, viz., £1 per acre.

Third, the guarantee to cease when the bonuses thus paid amount in the aggregate to the expenditure made by the Company; and the colony to have then a right to purchase the property of the Company for a sum equal to such expenditure.

The Commissioners would, in the first instance, venture to observe that, as far as these proposals have a tendency to make the Railway Company to a great extent a land Company, they do not appear to be in strict accordance with the views of Lord Grey, as expressed in Mr. Merivale's letter to the Emigration Commissioners.

The Commissioners would observe that the grant of one thousand acres for each twenty miles of railway, in addition to the land required for the railway, would probably enable the Company for many years to come, to be the exclusive owners of the sites of all the towns and villages near the railway, and the Commissioners suggest that such a power given to a single Company may be likely to establish a monopoly prejudicial to the interests of the Colony.

It also seems to the Commissioners that the surrendering to the Company for the period of five years the right to purchase the land within ten miles of the railway, and, when they do not purchase, the surrendering during an indefinite period the whole of the additional value given to those lands by the construction of the railway, may in effect prove to be a surrender to the Company of the principal immediate pecuniary benefit which the colonial revenue can derive from the Railway, and it may be a question whether a part of such additional value even may not be conferred on the district traversed by the railway, at the expense of other districts which do not receive the same advantage.

The Commissioners venture to suggest, for the consideration of his Lordship, whether, under the terms proposed, the colony would not give to the proprietors of the railway, in addition to the guarantee of a high rate of interest, the power to obtain for themselves alone nearly all the advantages which the construction of railways can produce to the colony, and whether also the Company would not be enabled by extensive purchases of land, to be resold if necessary, to render the redemption of the guarantee, and purchase of the railway and lands of the Company, by the colony impossible.

It appears probable to the Commissioners that a Government guarantee of six per cent. might be sufficient without other inducements to attract capital to any speculation which it may be expedient to encourage. But the Commissioners would observe that it is desirable the terms on which a guarantee is given should not be likely, under any circumstances, to render it a matter of indifference to the Company whether or not they work the lines efficiently, which may be the case if a simple guarantee of a fixed amount be given.

In conclusion, the Commissioners have to suggest, that if a guarantee be given, and the land required for the railway be granted to the Company, it might fairly be stipulated on the part of Government, that the Company should in return convey the lands without charge, and also that the charges for the conveyance of troops and stores should not exceed the expense actually incurred for the purpose by the Company.

I have, &c.,  
H. D. HARNESSE,  
Captain Royal Engineers.

B. Hawes, Esq., M.P.

No. 3.

(Copy.) Colonial Land and Emigration Office.

9th June, 1848.  
Sir,—We have the honour to acknowledge your letter of the 26th ultimo, enclosing a communication from Mr. Prosser, relative to a proposed Railway in New South Wales.

Mr. Prosser transmits a copy of certain clauses which he apparently intends to embody in the prospectus of his undertaking, and requests to be informed whether they are in conformity with Lord Grey's views; and your letter informs us generally of the conclusion at which his Lordship has already arrived upon the subject.

The observations of detail which we have to offer on the proposals of Mr. Prosser, will be most conveniently thrown into the form of a comment on the clauses submitted by him.

Clause 1. "A Grant of all crown lands not previously leased or transferred, that may be required for the railways, and a grant of one thousand acres to every 20 miles for the purpose of stations, towns, and villages, the site of the same to be settled by considerations of local convenience."

This proposal is taken from that suggested by us in our report of 3rd February, 1847, with the material difference, that the land is to be granted to the Company, instead of being sold to them, at a price of £1 per acre, or such higher price as the Governor may think fit. But this suggestion is superseded by the later decision of Lord Grey of which your letter informs us. His Lordship is of opinion that the Railway Company should not be allowed to acquire direct grants of land for the purposes of resale, but by allowing the Company to receive any excess above £1 per acre, which may be realized by the sale of crown lands in the neighbourhood of the railway. The proposal that one thousand acres should be granted to the Company for stations, towns, and villages, at every 20 miles of railway constructed by them, is inconsistent with the suggestion of Lord Grey, and the quantity should be reduced to the extent of land necessary for stations only. There is no reason why this should be defined, but we apprehend that if no resale or other employment of the land is contemplated one hundred acres would be very ample for the purpose.

Clause 2. "The Company to have permission to enter upon all Crown Lands, and to cut and carry away Timber for the purposes of the railway, and buildings connected therewith."

This appears unobjectionable.

Clause 3. "A guarantee of an Annual Dividend, payable half yearly, of six per cent. upon the amount of capital expended in the introduction, formation, and completion of railways."

Clause 4. "All sums paid by the Colonial Treasury in pursuance of such guarantee to be first repaid from the sale of any Crown Lands realizing more than the minimum price of £1 per acre, such Crown Lands being situated within ten miles of either side of the railways and benefited by their construction. In the event of such sales failing to reimburse any sum paid on account of such guarantee of six per cent., then the same to be repaid by the Railway Company whenever the Net Receipts shall exceed six per cent., such surplus being then applied towards the repayment of any guaranteed interest paid by the Colonial Treasury."

Lord Grey objects to these clauses if they are intended to apply to the period before the line is made or money actually earned. We would submit, however, that the provision is altogether objectionable. We apprehend that one great cause of the mischievous over-speculation in the Railways, which took place a few years ago in this country, was, that the profits of their projectors, officers, and other persons concerned in their formation, were independent of the ultimate success of the undertakings.

The effect of the proposed guarantee is obviously, as far as it goes, to extend this unfortunate immunity even to the shareholders in the undertaking, and thus to destroy the great

security possessed by the public against carelessness and temerity in planning, and extravagance in prosecuting, enterprises of this kind. If indeed the investigation carried on on the spot had pointed out a specific line of railway as advantageous to the public, and if it were ascertained that Engineers and capitalists of known competency would take the enterprise in hand on receiving some such guarantee as is now proposed, it might fairly be considered, whether for a limited time this guarantee might not be given.

But in the present case we do not perceive that any distinct line has been selected, nor are we aware what ground exists for supposing that the enterprising gentlemen who are anxious to undertake this scheme, would really be able to carry it out, and it appears from Mr. Prosser's sixth clause, that it is only in case of such success as will repay the shareholders their whole capital with six per cent. interest on it till repaid, that the guarantee is to cease.

In fact, the plan proposed only differs from that of raising the necessary funds by contracting a loan at six per cent. interest, inasmuch as it gives the conduct of the undertaking and the chance of any profits above six per cent. to the Company instead of the Government.

Clause 5. "Immediately any advances for interest so guaranteed by the colonial Government shall have been repaid, by the sale of lands as aforesaid, or otherwise, the net receipts, over and above the six per cent., to be divisible by the Company, and also the surplus arising from the sale of Crown Lands immediately benefited by the capital expended in making railways through them, after deducting the minimum price of one pound per acre."

The principle of this clause is that suggested by Lord Grey. We infer from the fourth clause that lands within ten miles of the railway are to be considered as immediately benefited by it. If this is intended, it should be clearly stated. We are inclined to think, however, that though Lord Grey has suggested a mode in which aid may properly be given to the Company, yet the extent to which it would be advisable to grant aid (which is the material point as far as Mr. Prosser is concerned), can only be determined on local consideration, and after local examination; and, as in the case of town reserves or mineral lands and other cases, the excess of price above one pound per acre will not be exclusively due to the operation of the railway, we do not see on what principle the whole of this excess should be made over to the Railway Company.

Clause 6. "An account of all sums divided by the Company beyond the six per cent., whether arising from the surplus of the sales of crown lands as aforesaid, or from profits in working the railways, to be kept, and the amount of capital on which interest is guaranteed by the colonial Government to be diminished by the amount divided by the Company beyond the said interest of six per cent., and while such profits beyond the six per cent. shall amount to the capital originally expended, the guarantee of the Colonial Treasury to be at an end, and the Colonial Government to have the option of purchasing the whole property of the Company at a price equal to the amount of capital originally expended."

The effect of this clause is that when, out of the profits of the undertaking, the projectors, over and above the annual dividend of six per cent., shall have paid themselves the whole capital laid out, the Government may obtain possession of the railway on repaying them a second time their whole expenditure. Considering that by the proposed guarantee the whole risk of the undertaking would in effect have been thrown on the Colonial Government, this double repayment of capital appears to us more than the Company would have a right to require.

Clause 7. "The Railway Company to have the power of purchasing, for five years after such line is opened, any crown lands within ten miles of either side of the railways not previously sold, at twenty-five shillings per acre, and all minerals found upon such lands to be the property of the Company."

This clause is obviously introduced, in part, with a view to the minerals, which may be discovered by the Company in the course of their operations. It will, however, in effect make the Company either a mining or a land selling Company, and will thus in some measure conflict with the principle already referred to as laid down by Lord Grey. We may add, that the proposal that money actually paid up by the shareholders of a Railway Company should be invested in land for either of these purposes, appears to us open to strong objection.

Clause 8. "All expenses incurred by the Company in sending out mechanics, labourers, clerks, &c., shall be repaid by the Government in crown lands, adjoining the lines of railway, at and after the rate of £1 per acre, such land if resold to be credited in the books of the Company."

This clause does not provide, as required by Lord Grey, that the Company shall send out its own labourers, but only that Government shall repay all expenses incurred in so doing. The mode in which this repayment is to be made appears to be in accordance with a suggestion of Lord Grey. But we are bound to observe that it will impose upon the Company pro tanto the character of a land selling Company.

The 9th and 10th clauses suggest no remark; they contain provisions which, with many others, it is necessary that every Colonial Railway Act should contain.

It will be seen from these remarks that we think the specific proposals of Mr. Prosser open to much objection. But as that gentleman appears naturally anxious to obtain from Lord Grey some form of sanction to his proposals, we cannot help observing that some inconvenience may accrue from any such sanction being prematurely given, both because persons in this country who, as Mr. Prosser observes, "have little means of estimating the probable results of making railroads in the antipodes," may be led by a very slight appearance of Government authority to embark in a scheme of this kind, and in case of ill-success will be bound to make Government responsible for their imprudence; and because any apparent adoption of Mr. Prosser's scheme, or public notification of the terms which Lord Grey is prepared to sanction, may tend to prejudice



negotiations arising out of the investigations, which, as we have understood, have been set on foot in New South Wales.

We have, &c.,  
THOS. C. MURDOCK,  
FREDERIC ROGERS,  
Herman Merivale, &c.

(Copy.)  
No. 4.

Downing-street,  
1st July, 1848.

Sir,—With reference to your letter of the 26th May last, containing proposals for a Company to form railways in New South Wales, I am directed by Earl Grey to acquaint you that, having deemed it necessary, as you are aware, to consult the Commissioners of Railways, and the Commissioners of Colonial Land and Emigration, upon this subject, his Lordship has received their Reports, and that they point out various objections which occur on investigation, some of them of a very weighty nature, to the proposed arrangement.

Lord Grey desires me to say that although these objections do not appear to him to affect the principle of looking to the increased value conferred on the land through which the railways may be carried in New South Wales, for the means of obtaining a fair return for the cost of their construction, yet he is satisfied that the terms of any arrangement made with that view ought to depend so much upon the particular lines of railway which may be undertaken, and upon various circumstances which can only be properly considered on the spot, that his Lordship thinks it inexpedient to express any opinion as to the degree and kind of encouragement which ought to be given to such enterprises, but must rather leave this to be entirely determined by the local Legislature in passing the laws which will be required to authorize the construction of any line which capitalists may be prepared to undertake. All that seems necessary in this country is, that the Secretary of State should inform the Governor (which Lord Grey will be prepared to do) that if the Legislature shall pass any such law the Government will be willing to recommend to Parliament the removal of any difficulty which the Land Sales Act may create in granting such advantages to the projectors of the work as may be found expedient, and not inconsistent with the general interests of the public.

I have, &c.,  
B. HAWES.

William Prosser, Esq.

#### REPORT FROM DENOMINATIONAL SCHOOL BOARD.

Denominational Board Office,  
Sydney, 29th May, 1849.

Sir,—I have the honour to acknowledge the receipt of your letter No. 49-16, dated 10th instant, calling upon me to furnish, for the purpose of being laid before the Legislative Council, a report of the proceedings of the Denominational School Board during the past year; the present state of the arrangements of the Board for the proper regulation of the schools, and the distribution of the sums voted; together with what is proposed by the Board for the next year.

Before I proceed to make remarks on the different heads that such a Report must necessarily embrace, it may be well to state the steps taken by the Board to acquire accurate information, by which they might be enabled to frame regulations calculated to carry out the purposes for which the Board is instituted, and to advance the character of the Denominational Schools, the secular arrangements of which are placed under their charge.

In addition to taking such oral evidence as appeared expedient, the Board addressed to every minister of religion, and to every teacher, of the four denominations the queries herewith appended:

The Board had access to official and other documents bearing upon the management of the schools, and the system of education in Europe; obtained the accounts and returns of former years connected with the schools of this colony; and inspected the whole of the Sydney Denominational Schools, and most of those in the suburbs.

Having made themselves, as far as lay in their power, masters of the information thus acquired, the Board framed and submitted for the approval of his Excellency the Governor, general regulations, which they conscientiously believe, if fully and fairly carried out, will materially improve the character of the schools, advance the cause of colonial education, and remove many defects and abuses which existed under former systems.

With these remarks I at once proceed to the heads of my Report.

**SALARIES AND REMUNERATION TO TEACHERS.**  
From the commencement of this year, the salaries of the teachers, payable monthly, have been fixed, there is now no distinction in the mode of payment to teachers of schools established prior to 1837, and of those established since the year 1837; and the complicated system of head money, so liable to abuse, has been abolished.

The teachers have now a direct interest in seeing that parents who are really enabled to pay for their children's education do so; whilst, on the other hand, the power conferred on the Local Board of obtaining gratuitous education for children whose parents are unable to pay for their schooling, gives the Government a legitimate return for the aid afforded to the school.

In establishing a maximum and minimum rate of school fees, the Board considered that more than 1s. per week would be an extravagant charge; whilst parties who could not afford 2d. per week, might fairly claim exemption altogether.

With regard to the apportionment of salaries, the Board were entirely guided by the heads of the different denominations, considering that their experience and thorough acquaintance with localities enabled them to form a more correct estimate of the amount of public money to be appropriated to each school.

The Board, however, propose to make a yearly revision of the teachers' salaries. A monthly instead of a quarterly payment of salaries has been introduced, but whether the additional trouble to the teachers and to the Government pay department thereby entailed, is counterbalanced by the convenience to the schoolmasters of doubt.

**2. SCHOOL BOOKS.**  
The greatest difficulty found to exist in the

schools were books, maps, and other school apparatus; and as the Board considered a due supply of these essential to the progress of education, they deemed it necessary to devote a tenth of the whole grant made in aid of the Denominational Schools to the purchase of the requisite supply. From their financial arrangements not coming into operation until the beginning of this year, no funds were available for the purpose until that period, so that the schools are not yet in possession of all the books, &c., which are intended for them.

The list of books, maps, &c., procured in the colony, and of those ordered from Great Britain, is appended; and will show in detail the steps taken to effect the object of the Board.

The distribution to the respective schools of the supply was regulated by the heads of the denominations, subject to the approval of the Board.

Through the kindness of Sir Thomas Mitchell, who is carefully revising the work, the Board will be enabled to supply the colonial schools with a map of Australia, which has long been needed; and which will convey to Australian children an accurate knowledge of the geography of their native land.

The colony and the Board are placed under a further obligation to the Surveyor-General by his having prepared a work on the elements of Australian geography, intended to accompany and illustrate the map; and to enable this Board to procure a cheaper contract for the publishing of these, the National Board liberally consented to take a certain number of copies of each work.

**3. LOCAL SCHOOL BOARD.**  
With a trifling exception shortly to be supplied, the Board have been enabled, through the heads of the several denominations, to appoint to each school a local Board of Inspection.

It is manifest how important for the interests of education is such a local supervision; and the Central Board earnestly trust that the Local Boards, whom it has been their wish to leave as unfettered as possible, will feel that deep interest in the management of the schools confided to them, and exercise such a judicious control over the exertions of the teacher, as may ensure these schools becoming what they ought to be, a benefit to the neighbourhood, and an advantage to the community.

**4. MODEL SCHOOLS.**  
The design of the Board in establishing Model Schools, was to give to each denomination some degree of uniformity of system, to provide against incompetent parties being appointed teachers, to ensure a ready supply of competent candidates for the office, and to excite the emulation of schoolmasters, by placing before them the best model both of school and teacher that the denomination could afford.

These establishments have been too short a time in operation for the Board to state positively that all the results they hoped for have been realized; but they are satisfied that their object will ultimately be attained, if the heads of the denominations will give their cordial support and co-operation to make these schools what their name imports.

**5. INSPECTION OF SCHOOLS.**  
For School inspection for the year 1848 no funds were available, but the Board inspected thirty-three Denominational Schools without previous notice being in any case given, and have recorded in the inspection returns offered to this Report, which were made out at the period of inspection, their dispassionate impressions on the state of the schools they visited.

A small sum for the year 1849 has been placed at the disposal of the Board, and may enable them to report next year on some of the Country Schools. By their regulations it is provided that returns of half-yearly inspections made by the local School Boards shall be filed up under their direction, and transmitted for record to this office.

**6. SCHOOL RETURNS.**  
The Board have furnished each school with a roll book, from which an annual register will be compiled for the information of the Central Board. Half-yearly inspection and examination returns are required by their regulations, and on each teacher's abstract of salary there are columns explanatory of the number of the children at the schools, and their average attendance.

The Board trust that by means of these returns they may be enabled to give in their next annual Report valuable information as to the progress of the schools.

**NUMBER OF CHILDREN RECEIVING EDUCATION.**  
A return has been furnished to the Board from the Auditor-General's Office, as compiled for the Blue Book, of the number of children attending the Denominational Schools from the 1st October, 1847, to 30th September, 1848. From this it appears, that during that period 11,745 children attended the Denominational Schools; of whom 6422 were boys, and 5323 were girls. The total amount of the grant in aid of the Denominational Schools for that year was £8450. It follows that each child attending school costs the Government about 14s. 6d. per annum.

Having thus laid before you the proceedings of the Denominational School Board during the past year, and the regulations framed by them, which regulations are now in operation, and constitute the arrangements for the management of the schools, and the distribution of the sums voted for them during the present year, it now only remains to state what is proposed by the Board for the ensuing year.

On this head, I have to bring under notice, the urgent and increasing demands from various localities for additional schools, the smallness of the salaries now allotted to many of the teachers, the dilapidated state of the school houses in some districts, and the absence of them in others.

These circumstances induce the Board respectfully to recommend that a larger sum (to be apportioned to the several denominations according to their respective numbers, as shown in the last census) be placed at their disposal for the year 1850. The Government may rest assured that any such sum will be expended with strict economy.

I have the honour to be, Sir,  
Your most obedient humble servant,  
C. D. RIDDELL,  
Chairman Denominational School Board.

Copy of a letter from the Chairman of the Denominational School Board to the Colonial Secretary, transmitting the foregoing Report.  
No. 49-22.

Denominational Board Office,  
29th May, 1849.

Sir,—Referring to your letter, dated 10th instant, No. 49-16, I have the honour to enclose a Report from the Denominational School Board, accompanied by documents therein alluded to.

The Board deem this a fitting opportunity to call on the heads of the several denominations, by a circular letter dated 26th ultimo, to make any recommendations or suggestions on the occasion that they might consider expedient. (Appendix not printed.)

I have the honour to forward, placed in the Appendix, a copy of the only letter as yet received by the Board, in reply.

I have the honour to be, Sir,  
Your most obedient humble servant,  
C. D. RIDDELL,  
Chairman Denominational School Board.

DRY DOCK ON COCKATOO ISLAND.  
Message No. 16.

CHARLES A. FITZ ROY,  
Governor.

In accordance with the intimation conveyed in the 12th paragraph of his opening Address, the Governor transmits to the Legislative Council a copy of all the correspondence relating to the formation of a Dry Dock on Cockatoo Island, which has taken place since the date of the Report on the subject, brought up by the Select Committee of the Council, in September, 1847.

Government House, Sydney,  
25th May, 1849.

No. 1.

Copy of a letter from the Colonial Secretary, to the Commanding Royal Engineer.

(No. 47-164.)

Sir,—I do myself the honour, by direction of his Excellency the Governor, to transmit for your information the accompanying copy of the Report of the Select Committee of the Legislative Council, on the proposed formation of a Dry Dock at Cockatoo Island; and to request, with reference to previous correspondence, that you will have the goodness to take the necessary steps for carrying it out. I am at the same time to acquaint you, that the sum of five hundred pounds has been provided on the Supplementary Estimates for 1847, for the construction of the Dock.

I have, &c.,  
W. ELYARD, Jun.,  
The Commanding Royal Engineer.

No. 2.

Copy of a letter from the Colonial Secretary, to the Commanding Royal Engineer.

Colonial Secretary's Office,  
Sydney, 17th January, 1848.

Sir,—With reference to my letter of the 29th October, 1847, informing you of the amount (five hundred pounds) provided on the Supplementary Estimate for 1847, for the construction of a Dry Dock at Cockatoo Island, I now do myself the honour to apprise you that an additional sum of five hundred pounds has been voted on the Estimates for 1848, towards the undertaking.

I have, &c.,  
W. ELYARD, Jun.,  
The Commanding Royal Engineer.

No. 3.

Copy of a letter from the Commanding Royal Engineer, to the Colonial Secretary.

Royal Engineer Office,  
Sydney, 13th May, 1848.

Sir,—I have the honour to submit for the consideration and orders of His Excellency the Governor, a letter from Mr. G. K. Mann, dated 10th instant, on the subject of procuring from England a Caisson for the entrance of the Dry Dock at Cockatoo Island; and also proposing that a contract should be entered into, in the colony, for providing two fifteen horse power high-pressure steam engines for the same service.

I have, &c.,  
JAS. GORDON,  
Commanding Royal Engineers.

The Hon. the Colonial Secretary.

(Enclosure to the foregoing.)

(Copy.)  
Sydney, 18th May, 1848.

Sir,—I beg respectfully to draw your attention to the necessity of taking immediate steps for the construction of the Iron Plate Caisson required for the Dry Dock at Cockatoo Island. I would suggest, as it is absolutely necessary that the frame work and material, properly fitted, be procured from England, and put together in the Dock before the entrance is broken out, that the maximum draught of water and the dimensions be sent to England, and that arrangements be made to receive and accept tenders there; the design and construction of the most approved Caisson could then be followed. The engineer whose tender was accepted, should furnish a guarantee as to efficiency and stability. This method, I believe, was followed in the construction for the Docks at Woolwich, the plan being left entirely to the engineer tendering (the draught of water only being limited), who also furnished a guarantee.

I am, Sir,  
Your obedient servant,  
GOTHE K. MANN, C.E.,  
Professional Assistant.

Lieut.-Colonel Gordon,  
Commanding Royal Engineer, Sydney.

No. 4.

Copy of a letter from the Colonial Secretary, to the Commanding Royal Engineer.

Colonial Secretary's Office,  
Sydney, 26th May, 1849.

Sir,—I do myself the honour to acknowledge the receipt of your letter of the 15th instant,

enclosing one from Mr. G. K. Mann, recommending that a Caisson for the entrance of the dry dock, Cockatoo Island, be procured from England, and that a contract be entered into in the colony for providing two fifteen horse power high-pressure steam engines for the same service, and in reply I do myself the honour to request, that you will have the goodness to furnish me with estimates of the expense of the Caisson and engines.

I have, &c.,  
W. ELYARD, Jun.,  
The Commanding Royal Engineer.

No. 5.

Copy of a letter from the Colonial Secretary, to the Commanding Royal Engineer.

Colonial Secretary's Office,  
Sydney, 16th August, 1848.

Sir,—Adverting to my letter of the 26th May last, I am directed to request you will have the goodness to furnish the estimate for the Caisson and steam engines for the Dry Dock at Cockatoo Island, therein alluded to.

I have, &c.,  
E. DEAS THOMSON,  
The Commanding Royal Engineer.

No. 6.

Copy of a letter from the Commanding Royal Engineer, to the Colonial Secretary.

Royal Engineer Office,  
Sydney, 26th August, 1848.

Sir,—In attention to your letter of the 26th of May last, and the remainder dated 16th instant, I have now the honour to forward an estimate, amounting to £3,999 0s. 10d., (accompanied by a sketch) for providing a Caisson, steam engine, and pumps for the Dry Dock at Cockatoo Island.

The expense which it was originally contemplated would cover those services has been considerably increased, in consequence of its being deemed advisable to substitute a condensing engine for the two small high pressure engines originally proposed for the work.

I have, &c.,  
JAS. GORDON, Lt.-Col.,  
Commanding Royal Engineers.

The Hon. the Colonial Secretary.

(Enclosure to the foregoing.)

DAY DOCK.

COCKATOO ISLAND—STEAM HARBOUR.  
Report and estimate for providing the Iron Plate Caisson, and for constructing the machinery for draining the Dock from below low water mark; also for excavating Tank and Reservoir for the Engine.

Item.	£	s.	d.
1 Caisson, material, freight, and labour .....	1,618	0	0
2 Steam Engine, 30 horse power, two 18-inch double action pumps, tools and material for the formation of tank and reservoir .....	2,481	0	10
	3,999	0	10

JAS. GORDON, Lt.-Col.,  
Commanding Royal Engineers.

26th August, 1848.  
[A detailed estimate accompanied this abstract.]

No. 7.

Copy of a Despatch from the Right Honourable Earl Grey, to Governor Sir Charles A. Fitz Roy.

Downing-street,  
(No. 44.)

Sir,—I have received your Despatch, No. 232, of the 23rd of November last, reporting that, with the approval of the Legislative Council, you had resolved to proceed with the construction of a Dry Dock, within the Harbour of Sydney, capable of receiving ships of war.

I have to express my satisfaction that so useful a work has been undertaken; and I am of opinion that it will afford a very advantageous mode of employing convicts under colonial sentences.

I am, Sir,  
GREY.

Governor Sir Charles A. Fitz Roy, &c.

No. 8.

Copy of a Despatch from the Right Honourable Earl Grey, to Governor Sir Charles A. Fitz Roy.

Downing-street, 19th June, 1848.

(No. 94.)  
Sir,—With reference to my Despatch No. 65, of the 25th ultimo, expressing my approval of the Dry Dock which you report as about to be constructed within the harbour of Sydney, I now transmit for your information, copies of a Correspondence which has taken place upon the subject, with the Lords Commissioners of the Admiralty, from which you will perceive that in the event of the Local Government consenting to the construction of the Dock, in the form and dimensions pointed out in the accompanying sketch, and provided that the work can be executed at a reasonable cost, their Lordships will be prepared to make provision in the next year's estimates for a fair contribution in aid of its completion on the part of the naval department.

I am, Sir,  
GREY.

Governor Sir Charles A. Fitz Roy, &c.

(Enclosure referred to.)

(Copy.)

No. 1.

Downing-street, 22nd May, 1848.  
Sir,—With reference to former correspondence on the same subject, I am directed by Earl Grey to transmit to you, for the information of the Lords Commissioners of the Admiralty, the enclosed copy of a Despatch from the Governor of New South Wales, reporting the decision of the local Government of that colony to construct a dry dock within the harbour of Port Jackson, capable of holding ships of war.

I have, &c.,  
HERMAN MERIVALE,  
Captain Hamilton, R.N.

No. 2.

Admiralty, 26th May, 1848.

(Copy.)  
Sir,—Having laid before my Lords Commissioners of the Admiralty, your letter of the 23rd instant, together with the enclosure thereon



the Governor of New South Wales, reporting the decision of the local Government of that colony, to construct a dry dock within the harbour of Port Jackson, capable of holding ships of war, I am commanded by their Lordships to acquaint you, for the information of Earl Grey, that they would be disposed to bear a part of the expense of the construction of this Dock, on condition that it is of such dimensions as will be sufficient for a large frigate or steamer, and that her Majesty's ships have a preference when required for its use; inasmuch as a sum would be provided for the year 1848-49.

My Lords have accordingly called upon the Surveyor of the Navy to report his opinion upon the form and dimensions of the proposed Dock.

I have, &c.,  
W. A. B. HAMILTON.  
Herman Merivale, Esq., &c.

No. 3.

(Copy.)

Admiralty, 5th June, 1848.  
Sir,—With reference to your letter of the 23rd ultimo, relative to the construction of a Dock at Port Jackson, New South Wales, I am commanded by my Lords Commissioners of the Admiralty, to transmit to you herewith, for the information of Earl Grey, a sketch of the form and dimensions of a Dock sufficient to allow of a large frigate or steamer being admitted for repair; and I am happy to acquaint you, that if the Dock be constructed according to the dimensions stated thereon, and the work can be executed at a reasonable cost, my Lords will make provision in next year's estimates for a fair contribution on the part of the Naval Department.

I have, &c.,  
H. G. WARD.  
Herman Merivale, Esq., &c.

No. 9.

Copy of a Letter from the Colonial Secretary, to the Commanding Royal Engineer.

(No. 48-187.)

Colonial Secretary's Office,  
Sydney, November 9, 1848.  
Sir,—In transmitting to you the enclosed copy of a Despatch from the Right Honourable Her Majesty's Secretary of State for the Colonies, relative to the Dry Dock at Cockatoo Island, I am directed by His Excellency the Governor to request that you will call upon the Assistant Engineer, to prepare an estimate of the increased expense, direct and collateral, which must be incurred in consequence of the proposed enlargement of the dimensions of the Dock, in accordance with the accompanying sketch, which you will have the goodness to return.

I have, &c.,  
E. DEAS THOMSON.  
The Commanding Royal Engineer.

No. 10.

Copy of a Letter from the Colonial Secretary, to the Commanding Royal Engineer.

Royal Engineer's Office,  
Sydney, November 9, 1848.

Sir,—In returning, agreeably to instructions contained in your letter of the 3rd instant, No. 48-187, the sketch showing the dimensions of dry dock recommended by the Lords of the Admiralty, together with the copies of the correspondence relating to the same, I have the honour to acquaint you that I have this day given directions to the Assistant Engineer to prepare, with as little delay as possible, an estimate of the increased expense, direct and collateral, which must be incurred in consequence of the proposed enlargement of the original dimensions of the dock, in accordance with this sketch.

I have, &c.,  
JAS. GORDON,  
Lt.-Col. Comdg. Royal Engrs.

The Hon. the Colonial Secretary.

No. 11.

Copy of a letter from the Colonial Secretary, to the Commanding Royal Engineer.

(No. 48-205.)

Colonial Secretary's Office,  
Sydney, 14th December, 1848.

Sir,—In acknowledging the receipt of your letter of the 9th ultimo, I do myself the honour to request that you will have the goodness to expedite the transmission of the estimate therein alluded to, of the increased expense which must be incurred in the enlargement of the dry dock.

I have the honour to be, Sir,  
Your most obedient servant,  
E. DEAS THOMSON.  
The Commanding Royal Engineer.

Copy of a Letter from the Assistant Engineer, to the Colonial Secretary.

Sydney, 14th February, 1849.

Sir,—In accordance with the instructions contained in your letter No. 48-187, I have the honour to transmit to you the accompanying plan, sections, and estimates of the proposed Dry Dock, constructed at Cockatoo Island; also a plan of the island; and to return to you the documents enumerated in the margin.

In order to make the entrance suitable for a Calson, it is necessary to deviate from the form as shown in the sketch No. 6099-48, accompanying your letter; by the piers are represented as perpendicular, with a breadth of entrance of 54 feet, and a depth of 20 feet clear of sill at high water; in the plan now transmitted the piers are made to batter four feet in their whole height, retaining 54 feet as the mean breadth, and 20 feet clear of sill at high water; the inclination thus given will permit a Calson to float clear after rising ten feet, and leaving about eleven feet for its draught of water, which is doubtless more than will be required. The following is now the dimension of the entrance:—

Breadth, top of piers ..... 57 6  
Ditto, caisson sill ..... 50 6  
Depth clear of sill (n.w.) ..... 20 0  
Pier above (n.w.) level ..... 2 0  
Mean breadth of entrance ..... 54 0

There is another deviation from the sketch to which I would draw your attention. The floor of the dock is by the plan, &c., now transmitted, made to drop 18 inches below the level of the entrance in order to bring the top of the keel blocks more on a level with it. I should have been inclined to recommend 2 feet for this

difference of level, had not the sketch above referred to represented the keel floor, and the entrance in the same plan; with this and the foregoing exception the plans have been strictly prepared in accordance with the instructions.

The extreme length within the piers on level of the top altar being ..... 266 0  
Ditto keel floor ..... 228 0  
Breadth, top altar ..... 74 0  
Ditto, keel floor ..... 24 0

Under any circumstances the material for the caisson must be procured from England. I therefore respectfully suggest, as the readiest mode, its being fitted in frame at home, and transmitted with the necessary drawings to facilitate its being put together in the Dock; it will then be necessary merely to forward the size of the entrance to be closed, the constructing engineer guaranteeing sufficient stability to the caisson. I believe I am right in stating that this method was followed in their construction for the Woolwich Docks. It is necessary that the caisson be put together in the Dock and accurately fitted to its sill before the entrance to the harbour is opened. The estimate merely provides for tools, implements, materials and machinery, for the construction of the Dock in the solid rock by means of prison labour; no provision is made in it for their food, clothes, and superintendence; and I would remark that after the Dock shall have been sufficiently completed to receive a vessel it will be necessary to continue the piers, build retaining walls for wharves, lay down mooring chains and buoys, and continue the excavation of the rock on the north-eastern side of the Dock to some considerable extent.

I have, &c.,  
GOTHE K. MANN,  
Civil Engineer.

To the Hon. the Colonial Secretary, Sydney.

(Enclosure to the foregoing.)

DRY DOCK, COCKATOO ISLAND. — SYDNEY HARBOUR.

Supplementary Estimate, prepared in accordance with the instructions contained in the Honorable the Colonial Secretary's letter, No. 48-187.

Original Estimate. May 8, 1847.			Increase recommended in Committee's Report. July 11, 1847.			Increase Hon. Colonial Secretary's Letter. No. 48-187.			Total.		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1228	2	3	112	8	11	768	14	10	2109	6	0
382	5	0							382	5	0
1100	0	0	99	0	0	682	0	0	1881	0	0
1100	0	0	330	0	0	1643	8	11	3073	8	11
275	0	0							275	0	0

Total increase by this Estimate ..... £ 3094 3 9

Total Estimate—Prison Labour. £ 7720 19 11

GOTHE K. MANN, C. E.

Sydney, January, 1849.

(This abstract is accompanied by a detailed estimate.)

ENGLISH EXTRACTS.

THE CONVICT QUESTION.

From the Times, February 20.  
We have ever deprecated the scheme of swamping our colonial settlements with convicts. It is one of the evils which are obvious at first, and likely to increase after it takes years to eradicate the taint of an unwholesome convict population. The obstacles which either a majority or a disorderly minority of resident convicts offers to the dominion of law, and the conservation of order, are formidable, even where they are not fatal. The condition of New South Wales within the records of the last fifteen years, and of Van Diemen's Land till within the last three years, is such as to discourage every statesman, who can enter for the reformation of offenders, or the welfare of colonies, from inventing any country capable of supporting a civilized community with a perpetual torrent of wickedness and crime. For it may be assumed as certain that a territory selected for the reception of convicts will, if adapted for the purposes of agriculture and commerce, gradually attract to its shores a population untainted by crime and unshamed by punishment. The colonies of New South Wales and Van Diemen's Land were sought by the free inhabitants, instead of seeking them. The immigrants into both clustered round a convict nucleus of their own free will, and laid the foundations of their opulence amid the rubble and soil of the penal society which they now so loudly execrate. But it may be fairly questioned whether the real calamity which both colonies endured was not the quantity rather than the quality of the labourers whose forced work gave fertility to the soil, and brought wealth to their harbours. Had the number of convicts been always kept below a certain amount—had it never been permitted to them to divide a whole colony—as they did Van Diemen's Land—with the free inhabitants, we much doubt whether the enormities of the transportation system, or the complaints of the colonists, would ever have been so gross and so notorious. We are especially induced to doubt this by the desire which we know was avowed by no inconsiderable portion of the community in New South Wales last year, that Government should supply the sad deficiency in the labour-market by a penal transportation. It is perfectly easy to see what must be the state of a society where to every honest and virtuous there is one worthless and depraved man, and where the worthless have been disciplined into greater crime and greater audacity by the organization of gangs, and the consciousness of numbers. But the evil is less apparent, and may become imperceptible, when the convicts, instead of constituting the half, or the majority of a settlement, form but an inconsiderable fraction of its people; and when, instead of being collected in masses, they are diffused through a wide and trackless province, subjected to domestic discipline, and punishable by magisterial authority. It is this consideration which inclines us to view with disliking that part of Earl

Grey's scheme which relates to the transportation of convicts to the Cape. We are not, indeed, astonished at the plan, which has been raised in the colony by the notification of the Colonial Secretary's plan. No man—no body of men—that had perused the records of crime and impiety by which two of the Australian colonies shocked the moral sense of mankind, could contemplate the extension of a similar pollution without horror. But the Cape presents exceptional features; its physical and moral conditions encourage us to believe that it may receive a certain supply of convicts without being degraded or demoralized. The colony—exclusive of its new acquisitions—contains an area of 130,000 square miles, and a population of 120,000 whites. Small and scattered as this is, there is every probability that it will diminish rather than increase. Such is the dearth of labour, both agricultural and domestic; such the badness of the roads and the difficulty of communication between one remote district and another,—that the British inhabitants see before them only the alternative of quitting the colony altogether, or, if they stay, of being condemned to the gloom of perpetual solitude. We have seen letters from the colonists in the eastern district, containing the most deplorable accounts of the condition to which the farmers have been reduced for want of servants and labourers. As the operations of the Emigration Commissioners have left the Cape almost unpeopled, the colonists have been for years dependent upon the deplorable and indiscriminate efforts of their London agents, who have for the most part contented themselves with shipping off the sweepings of the metropolitan streets. Debarred from the services of convicts, they were obliged to put up with the exactions and insolence of unconvicted, vagabonds; and those who have household of a British settler in some remote village of this province, even when provided with English servants, might well doubt whether it could be deteriorated by the contagion of convict domesticity. But those who have seen the colonists deserted even by these forlorn "helps," and reduced to the precarious services of dirty, lazy, and thievish Hottentots could never doubt the propriety of furnishing them with the cheapest kind of European labour that can be supplied.

We do not think that that which is properly called "the Cape" colony, meaning by that the western district, will ever reward the industry of a numerous population. The inhabitants will remain for a long time, if not always, scattered and few in proportion to the area of the land. The soil is generally too sterile and the air too dry to encourage any hope that agriculture will ever constitute the staple wealth of the old Cape colony. Other resources, indeed, may in time be developed by the application of labour; but till labour is introduced these must be unknown. In the new and more eastern acquisitions of the province soil and climate conspire to promise a more copious and a more varied fertility. It was only last Monday that in the Manchester Chamber of Commerce specimens of cotton were exhibited the produce of Natal; and we have seen letters written by English settlers from that spot which use the most glowing language to describe its resources and its richness. But this establishes no reason why the condition of the old Cape colonists should not be bettered by that for which they have long cried, and cried in vain, viz., more and cheaper labour. They have taken their lands and stocked them; the interior still waits before a letter posted in Cape Town reaches a village not further off than Carlisle is distant from London. Whatever capabilities the Cape may possess are thwarted and nullified by such obstructions as these. Thus the old colony has no prospect,—the new colony no starting point. The Cape has no chance of improving. Natal has no chance of being tried. The one is misused,—the other is useless. The labour which in Australia was the basis of wealth is denied to the Cape, though in the Cape colony it would be amenable to discipline and restraint, such as it was exempt from in Australia. In the Cape there is a population already settled of 120,000 Europeans. When the first gang of convicts was sent to Botany Bay there were not 120 European settlers in the whole continent. There are laws, morals, magistrates, and a public opinion at the Cape; there were none at Sydney 60 years ago. At the Cape the convicts, and the children of convicts, would adopt the tone and be absorbed into the society of a respectable and civilized people. At Sydney the blackguards and rascals form for fifteen or twenty years constituted the absolute majority of residents. They set the fashion in manners, dress, and expenditure. At the Cape the annual influx of 1000 or 2000 convicts is a mere drop in the bucket, to reservoirs, to construct harbours, to dress a cool, or, in certain cases, to tend sheep, than all the labour that has dribbled into the colony for the last 33 years has been able to effect. If at the end of ten years the system were found pernicious to the morals of the inhabitants, it might be checked; but, in our opinion, many cycles of ten years might elapse without such a contingency.

In a word, we think the moral and material interests of England and the Cape justify the experiment. It is only an experiment. Necessarily, every penal system is tentative, and unfortunately all systems are in some way objectionable. To expose a fellow-creature, even one polluted with the foulest crimes, to the contamination of the hulks, the infamies of Norfolk Island, or the misery of solitary confinement for the greater part of his life, is revolting to the tenderness of human nature; while to pamper him with the appliances of art and the enjoyment of sense, for the purpose of subjecting his mind or reform-

ing his morals, is equally offensive to its justice. To raise a social fabric on the mire and filth of a selected depravity is as impolitic as it is immoral; but to maintain Parkhurst and Pentonville on a scale of costly munificence, while honest labourers in Dorsetshire and Hampshire are earning six a week by hard work for large families, seems scarcely less wicked and less unwise. Our transportation hitherto has been as extravagant and as ineffectual as our incarceration. By the first we have transformed offenders into raffish "Emancipates;" by the latter we have reformed one where we have either maddened or corrupted nine. Both our experiments have been failures. We must try some third course. We cannot afford to spend £50 a year on a convict at home; and settlements once penal refuse to have him any longer. Let him be sent to a colony where his labour is absolutely necessary, and where, though by his good conduct and his industry he may finally attain a decent subsistence, yet where he will be unable to acquire effluence, and which he will be prevented from leaving for a happier or a richer shore. This will be punishment; but punishment without sentimentalism and without vindictiveness. For this reason we regard transportation to the Cape, under a system of surveillance and control, as the least perilous experiment that can be tried upon a portion of convicts whose numbers are not excessive and whose crimes are not of the deepest dye.

#### ANNUAL REPORT OF THE POOR-LAW COMMISSIONERS.

We have just received the annual report of the Poor-Law Commissioners, presented to Parliament in conformity with the provisions of the Act 10 and 11 Vic., c. 109.

This report informs us that the sums collected for the support of the poor in the year ending March, 1848, amounted to £7,817,450, £832,665 more than in the preceding year, and by a great deal more than the amount levied in any year since the passing of the New Poor-Law in 1834, and very nearly approaching the amount levied in 1834, with all the enormous law expenses then added to the sum. The sum levied last year exceeds by more than two millions the sum levied in the melancholy year 1839.

The commissioners in their report correctly rate the increase upon 1847 at 17 per cent., as mainly caused by "the depression which existed in the manufacturing districts." In page 64 of the report there is a curious comparative table of seven years, when the price of wheat was at the highest, with seven years when the price of wheat was at the lowest. The fourteen years compared are selected from the years between 1834 and the present year, and the purposes of the comparison is to show the relation of the price of wheat to the pressure of the poor-rates. A political economist will scarcely be prepared for the result, which we shall give in the words of the report:—

Expended in relief of the poor in seven years, when the price of wheat was lowest ..... £34,466,916  
when the price of wheat was highest ..... 34,259,454

More expended in seven years when the price of wheat was lowest ..... £207,362

These figures show that low prices have no tendency to diminish pauperism, but rather to increase it; but the figures tell more than this if we look a little into the subject of the price of wheat may be taken in this country as an index to the price of all plain provisions; therefore as an index to the cost of maintaining the poor. Now the price of wheat varies in the years compared between 39s. the quarter and 51s. the quarter, that is, in round numbers, 30 per cent. Now it is obvious that the sum necessary to maintain 100 paupers with wheat at 39s. the quarter, ought to maintain 120 paupers with wheat at but 51s. the quarter; were the result of the comparison, therefore, an exact balance, instead of being, as it is, against low prices, this result would prove an addition of 20 per cent. to the number of paupers, or an equivalent aggravation of their poverty, as the effect of low prices—an illustration of the operation of cheapness, which, attested as it is by the hands of the poor-law commissioners, is worth all that has ever been written of the injurious operation of cheapness.

UNIVERSITY COLLEGE.—The annual meeting of the University College was held on Wednesday; Mr. Henry Warburton in the chair. The report states that the students in all the College classes of Medicine and Arts had increased in the past session to 315 and 252 respectively. The pupils in the Junior Schools have somewhat diminished. The amount of fees received had been £15,302; of which sum the shares of the Professors and Masters had been £9572. A donation of £5000 had been anonymously presented through the late Lord Auckland, which was to be called the Andrew Fund. Three new scholarships of £50 each have been decided on, to be given to the best students in Latin, Greek, Mathematics, and Natural Philosophy. Lord Brougham and Earl Fortescue were re-elected President and Vice-President.

Colony Association. Yesterday, a preliminary meeting of gentlemen connected with our colonies was held for the purpose of establishing a Colonial Association, with a view to the improvement of our dependencies. A provisional committee was appointed, with power to add to their numbers. A public meeting, we understand, will in a short time be convened.—Standard.

The late Mr. Allan, of Midbeltie, besides making various bequests to his relatives, has bequeathed £20,000 to form a fund for granting annuities to widows of respectable character in Aberdeen and Old Machar. The annuities to be allowed are to be not less than £5, nor more than £15 to each widow; and the selection of the parties to whom they are to be granted is left very much to the discretion of the trustees named by the deceased, several of whom are official gentlemen connected with the city of Aberdeen.—Aberdeen Banner.

Printed and Published by CHARLES KERR and JOHN FARLAN, at the Morning Herald Printing Office, Lower George-street, Sydney, New South Wales, Saturday, June 10, 1849.